Leander Paes won a Bronze Medal. In Hockey, though India defeated countries like Spain, the team had to finish at 8th position. In the remaining disciplines the standard of India's sports persons was far below the international standards and, therefore, there was no medal-hope to start with. There are several reasons for India's poor performance in various international tournaments. The reasons, broadly, are:—

(i) Lack of long term commitment for the development of sports in India at the National and State level.

(ii) Inadequate monetary resources.

(iii) Non-availability of infrastructural facilities right upto the grass root level including training areas, standard sports equipment etc.

(iv) Lack of integration of Physical Education and Sports with educational curriculum.

(b) Promotion and development of sports is an ongoing process and Government of India has several schemes to improve the standard of sports in the country. However, in the Sports management set up-both at the international level as well as at the national level-promotion of sports depend largely also on the sports federations. It is the Federations who are responsible for organising tournaments at various levels, and ensure that good sports persons emerge through these tournaments. The Central Government has also made efforts to formulate discipline-wise long term development plans in consultation with the Federations. Such plans are being reviewed periodically. Dialogue has also been carried out with the Industry to increase their investment in sports and tax reliefs have been provided for creation of such infrastructure. However, the efforts of the Central Government are severely limited by the general lack of financial resources.

(c) The thrust areas identified in the National Sports Policy is broad basing of sports, on hand and promoting excellence in sports on the other. All measures taken by the Government have been in furtherence of this policy. In order to broad-base sports as also to promote excellence the following specific steps have been initiated.:—

(i) Action has already been initiated to formulate Long Term Development Plans for each discipline in consultation with the concerned Federations.

(ii) Continuous dialogue is being carried on with Private and Public Sector Companies to increase their investment in Sports, both in infrastructure as also in development of sports academies.

(iii) Better monitoring of the proposals of infrastructure is being done to ensure that limited reasources are not spread too thinly.

(iv) Action has also been initiated to bring sports on the concurrent list. At present sports is a State subject.

The sports policy implemented with these new initiatives are expected to achieve the desired goals in due course of time.

Rail Accidents

*416. SHRI BHUPINDER SINGH MANN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents that took place duing the last three years alongwith the deaths caused, year-wise and State-wise;

(b) the number of accidents at manned and unmanned level crossings and the number of casualties reported in Punjab;

(c) the compensation given to the victims in such accidents; and

(d) the steps taken or proposed to be taken to check the occurrence of such accidents in future?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN):

(a) Statistics regarding train accidents and related information are maintained Railway-zone-wise and not State-wise. Railway-wise break-up of the number of accidents and casualties therein during the last 3 years is as under:—

Railway	1993-94		1994-95		1995-96	
	Number of accidents	Number killed	Number of accidents	Number killed	Number of accidents	Number killed
Central	51	36	56	20	54	20
Eastern	47	6	35	7	32	56
Northern	70	51	74	59	50	361
North Eastern	35	52	28	47	28	14
Northeast	45	5	50	3	23	23
Frontier	50	34	62	39	52	77
Southern	57	47	50	66	41	14
South Central	104	31	92	49	73	18
South Eastern	61	117	54	15	44	11
Western	—	—	—	—	1	—
Metro						
Total:	520	379	501	305	398	594

(b) The number of accidents at manned and unmanned level crossings and casualties therein on Northern Railway, which is the serving railway for Punjab, is as under:—

	1993-94			1994-95			1994-95		
	N	K	I	N	K	I	N	K	I
Manned level Crossings	6	14	12	3	9	7	5	7	2
Unmanned level	11	35	29	10	36	14	9	36	18
Total:	17	49	41	13	45	21	14	43	20

(N = Number of accidents, K = Killed, and I = Injured)

(c) (i) **Compensation in manned level crossing accidents**

No compensation has been paid to the victims of manned level crossing accidents which took place during the last three years on Northern Railway.

(ii) **Compensation in unmanned level crossing accidents**

Railway is not liable to pay compensation to the victims of unmanned level crossing accidents, which happen due to the carelessness of road users.

(d) Many steps taken by the Railways to prevent accidents at level crossings are as under:-

1. Educative publicity campaigns through newspapers, radio, television, cinema slides, short films for road drivers for exercising caution at unmanned level crossings and the grave consequences of rash driving.

2. Joint ambush checks are being conducted along with civil police to nab the errant road vehicle drivers at unmanned level crossings.

3. Ensuring provision of whistle boards short of level crossings to enable the train drivers to whistle while approaching level crossings to warn the road users.

4. Provision of road signs and speed breakers at the approaches of unmanned level crossings to warn the road vehicle drivers and reduce their speed.

5. Ensuring visibility for road users as far as possible.

6. Involvement of village panchayats, local farmers owning tractors, under public awareness programme.

7. The Railways have also been coordinating with the State Governments/Road Transport Authorities for education of vehicle drivers and for strict enforcement of rules.

8. A train actuated warning device developed by M/s BEL is currently under trial. This will sound a hooter and flash a light when a train is approaching the level crossing at a distance of 2 kms.

Non-Declaration of Bilaspur as a Railway Zone

*417. SHRI LAKKHIRAM AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a big resentment in Madhya Pradesh for non-declaration of Bilaspur as a Railway Zone; and

(b) if so, the steps proposed to be taken to remove discontentment among the people of the region?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) A number of references have been received expressing resentment over the issue.

(b) The Government is according high priority to the development of the rail infrastructure in the area, for which several new works are planned.

India-Oman agreement for setting up a Fertilizer Plant

*418. SHRI SANJAY DALMIA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have signed an agreement with Oman for setting up a fertilizer plant in the joint sector;

(b) if so, the details thereof; and

(c) the time by which the work on this project will be started and the likely time of its completion?

THE MINISTER OF STATE OF THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI SHEES RAM OLA): (a) to (c) A Memorandum of Understanding (MoU) was signed between the Government of India/ Krishak Bharati Cooperative Limited [KRIBHCO]/Rashtriya Chemicals & Fertilizers Limited [RCF] and the Government of the Sultanate of Oman/ Oman Oil Company on 30th July, 1994 to prepare a Detailed Feasibility Report [DFR] for setting up a 3500 tonnes per day ammonia and 4400 tonnes per day urea project in Oman at an estimated cost of US $ 897 million [now revised to US $ 1106 million], including financing charges. As per the implementation schedule, work on the project is to start in March, 1997 and be completed by March, 2000. The investment decision is yet to be taken by the project sponsors.

Increasing Subsidy on Drip Irrigation for Oilpalm

*419. SHRIMATI RENUKA CHOWDHURY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government of Andhra Pradesh has represented for increasing the subsidy for providing drip irrigation for oilpalm;

(b) if so, the details thereof;

(c) the action taken thereon; and

(d) the measures taken to increase the subsidy to boost export of oilpalm?